

ΙΟΝΙΟ ΠΑΝΕΠΙΣΤΗΜΙΟ



Πτυχιακή εργασία

**Με θέμα: Μετάφραση από Ελληνικά σε Αγγλικά χωρίου του συγγράμματος
“Μεθ’ Ορμής Ακαθέκτου. Επίτομη Ιστορία του Πολεμικού Ναυτικού 1821 –
1945”**

Της φοιτήτριας Μαρία Πιτσινέλη (Ξ2017140)

Επιτηρητές : Κ. Κεραμίδας Σωτήρης

Κ. Λίβας Σωτήρης

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For the mission to neutralize the city, a squadron was formed by the battleship G. Averof commanded by Captain I. Ipitis which was anchored in Constantinople, the destroyers Panther and Ierax as well as the equipped steamships Adriatic and Naxos. The Greek ships carried out an extensive bombardment of the city during which they were razed to the ground, the town's administration building, a minaret, the governor's residence, the customs office, the nearby arms depots, the large barracks on the hill of Tsartsaba, all the docks, the ships and barges at berth, as well as the large oil and petrol tanks located near the port. They also completely destroyed at least seven hostile artillery batteries¹¹⁴.

114 Paloubis (2012).

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Captain Mavroudis. Navy History Service.



Captain I. Ipitis. Navy History Service.

Lieutenant Commander Dimitrios Hatziskos. Navy History Service.



Engineers and airmen next to an abandoned Turkish plane Albatros C. I at Kazamir airport in Smyrna in 1919. On the plane can be seen the pilot X. Muscovinos. Hellenic Maritime Museum.

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The Period of the Great Crisis (1914-1922).

Greek warships effectively protected the departure of the Greek Army from Asia Minor in 1922. The battleships Kilgis and Lemnos, the cruiser Elli as well as the destroyers Aspis and Niki sailed from Smyrna to the Eritrean peninsula, which they had to protect from the enemy until the complete withdrawal of the Greek Army from Cesme. With constant patrols the Greek warships covered the escape routes of the Greek Army. In fact, at midnight on August 29, the Greek ships opened fire on an enemy convoy and destroyed it, while in the early hours of the morning they made Chetes horsemen flee¹¹⁵. Captain Ioannis Theofanidis as commander of the battleship Kilgis with the cooperation of the American pastor Asa Jennings saved thousands of refugees from burning Smyrna¹¹⁶.

The mountain artillery battery of the Turks, which conquered the ridge from fortress of Smyrna up to the top Two Brothers, was not able to threaten the Greek warships. First, the guns of Elli and then of Kilgis led to a complete drop in the morale of the enemy, who did not even attack Kilgis who had come very close to the hostile positions. The destroyer Niki came very close to hostile positions, in one of the refugee evacuation operations in Sahib bay, in

the KaraBurun region of the northern coast of Eritrea, resulting in the death of the captain of the ship, Lieutenant Commander Dimitrios Hatziskos from a bullet in the head coming from land¹¹⁷.

115 This nightly surveillance was very difficult. In addition to the darkness, the dense vegetation of the beach helped the enemy, and at the same time it increased the insecurity with which we had to act out for fear of hitting ourselves, since it was night and under the light of the headlights, it was difficult, if not impossible, to distinguish the headgear, the only thing that distinguished the Greeks and Turkish soldiers. Under these conditions, great enemy force of cavalry together with mountaineering artillery battery and transports, tried at midnight on the 29th to the 30th to pass through with the hope that because of the dense darkness it would be possible to escape the surveillance of the ships. Our searchlights, however, relentlessly searching discovered the horsemen passing behind the trees and Niki boldly recognizing, approaching at a distance just 60 meters from the ground, it showed us the nationality of them (...). As our shrapnel shells exploded caused destruction and indescribable disorder in the ranks of the enemy, so that immediately after the first burst of shooting they turned to the mountains to avoid the deadly fire of our guns and the guns of Kilkis, which from its anchorage also fired at the centre of the enemy phalanx. See. Papavassiliou (1928).

116 Ureneck (2016).

117 Dimitrakopulos (2006).

118 Air Force History directorate (1980), vol. B1.



The 8th chivalry platoon at the time of the departure of to the outposts of the Aidinium on 15 October 1919. Army History directorate.

After the death of A. Moraitinis, the leadership of the naval Aviation was assigned to Captain K. Panayiotou. In the period just before the Asia Minor expedition (1918-1919) the training of staff was organized in the training centers that were created in Tatoi and P. Faliro, while several naval Aviation officers were trained at the British Aviation School in Egypt.

The total air force of Greece (Military and Naval Aviation) amounted to 120 aircraft of the World War I era, of which 50 belonged to the Naval aviation [mainly DeHavilland-4 (DH-4), DeHavilland-9 (DH-9) and Sopwith Camel type]. At the beginning of the Asia Minor expedition, the air force of Greece was as follows: The Military Aviation consisted of four squadrons, A', B', C' and D', of 8-12 aircraft each. The Naval aviation had one squadron¹¹⁹ which included 10 DH-9 bombers and 15 Sopwith Camel interceptors.

On May 2, 1919, on the same day that the Greek Army landed in Smyrna, the first Greek aircraft of the Naval Aviation landed at the Paradisou airport of Asia Minor coming from the Moudros Air Base, operated by the Ensign Panteloglou and the observer Pierides. Three days later, on May 5, five other Naval Aviation aircraft landed at the same airport, coming from the Tatoi Air Base.

¹¹⁹ This is the Naval Air Squadron of Smyrna. It will be discussed in more detail below.

The convoy that carried the I Division to Smyrna sails from Eleftheres.



The Period of the Great Crisis (1914-1922)

The Naval Aviation in the first combat operations had limited action. This is due to a lack of fuel. In July 1919, however, an unexpected random event occurred. Sub Lieutenant Tsirigotis accidentally discovered on a hill, near the airport Kazamir, an underground tank full of petrol suitable for airplanes, which had been abandoned by the Germans during their withdrawal from

Asia Minor. Then, the staff of Naval Aviation discovered an underground warehouse full of bombs and grenades of German origin. So, totally unexpectedly, the fuel shortage problem was solved.

In August 1919, at Smyrna's Kazamir Airport, the Naval Air Squadron of Smyrna was formed. In October 1919, the aircrew of Naval Air Squadron of Smyrna was reinforced with pilots who had been trained at the British Aviation School in Egypt.

The Naval Squadron with its 25 aircraft in total, offered important services to the Army with reconnaissance operations, bombardments and machine-gunning of the enemy following the land army in the operations along with the advanced frontline flights.

The Naval Squadron in the early 1920s consisted of two flotillas of aircraft that were based at the airports of Kazamir and Halka Bounar, where the Navy park workshops were. In the first months of 1920, the Military and Naval Aviation came under a unified command, the command of the Army of Asia Minor, while the tactical dependence of the Squadrons was assigned to the Army Corps, in which they were allocated. The Naval Aviation with the advanced frontline flights reinforced the B1 and T' Squadrons from the airports of Kazamir and Magnesia and later, also of Ushak. Kazamir Airport was a base of expedition of both Military and Naval Aviation, the Ushak airport was the main base of the B1 and D' Squadron, as well as the advanced naval flights, while finally, the Afyon karahisar was the main base of the expedition of the advanced frontline flights and since 1922 the Fourth Squadron's base as well. From the beginning of February until June 9, 1920, when operations to Philadelphia began, the Naval Squadron conducted reconnaissance missions on behalf of First Army Corps divisions. In parallel with the military action, the Naval and Military Aviation, conducted flights for the transport of military correspondence as well as for educational or other purposes.

At the same time, the Supreme Inter-Allied Council of Paris decided to cede Eastern Thrace to Greece, and on June 20, 1920, the Greek troops were ordered to advance towards Eastern Thrace. These new operations were undertaken by the Army of Thrace from 7-19 July 1920 and resulted in the occupation of the area from Evros to Tsataltza. In this operations participated the first squadron of Military Aviation, as well as the Naval flights of Thrace.

The Naval flights of Thrace, from July 7, was in charge of monitoring the landing and advance of the Smyrna Military Division, and from July 10, relocating from Dedeagats to Didymoteicho airport, was tasked with monitoring the military Divisions of Xanthi and Smyrna as well as the 1st Cavalry Regiment. On July 12, with the capture of Adrianople by the Greek Army, the enemy on the front of Thrace was disbanded and operations in the area ended. The Naval flights of Thrace, after the 12 of July, relocated from Dedeagats to Karagats, and at the end of August, it returned to Athens.

On June 6, 1920, due to Turkish attacks on British forces at Nicomedia, the Greek troops were ordered to occupy the railway line as far as Panormos and to disperse the enemy forces in east of the front. The operations began on June 9 with the Greek Army's expedition to Axarios, Soma, Philadelphia and Panormo. In these operations, the Naval Aviation carried out reconnaissance and machine-gunning operations of enemy positions. In one of these operations, the ensign Ioannis Tzerahis was killed while he was using machine guns from a very low height in Sarahanli. The Naval Aviation was successfully operating, assisting the fighting Army in the operations to capture the cities of Panormos and Bursa.

After the capture of Bursa, a period of stagnation at the front followed until mid-July 1920. In this period, the air forces of Greece reorganized.

At the beginning of July, the T Squadron of the Military Aviation under the command of Lieutenant Oikonomakos was relocated to Bursa, where it was reinforced by aircraft of the Second Squadron and human force of the Naval Squadron. The force of the Third Squadron was further strengthened by the attachment of the naval air detachment, 5 aircraft in total, based in Panormos from 28 June. On the 18th of July, the Philadelphia Joint Air Detachment was formed by human force and aircraft of the Military and Naval Aviation.

The continuous success of the Greek Army forced the Sultan government to accept the terms of the Peace Treaty, which the Allies had delivered on May 11. On August 10, 1920, the Treaty of Sevres was signed, which granted to

Greece the eastern Thrace, except for Constantinople and Tsataltza and the area of Smyrna. For its implementation, however, the Allies did not undertake any obligation and the burden fell on the Greek Army. Because an indispensable condition for the implementation of the Treaty was the defeat of Kemal, the Greek troops immediately carried out new military operations.

Operations began on August 13 and culminated on August 15 with the movement of the First Army Corps towards Ushak. Air support was provided entirely by the Philadelphia joint Air Detachment, which was reinforced by the Naval flight of Smyrna. The Detachment now had eight operators (4 of the Military and 4 of the Naval Aviation), five observers (2 of the Military and 3 of the Navy), and seven aircraft, out of which four were ready to fight. In Ushak's operations, the air forces bombarded the city, while the ensigns Chalkomatas and Boukas managed to bomb its enemy airport. At the same time, the contribution of the air forces in the field of reconnaissance was very important, as they indicated to the foot soldiers the positions of the Turks.

In November 1920, the political situation in Greece changed. El. Venizelos lost the majority and a government was formed by D. Rallis. The new government brought back King Constantine by referendum. In light of these developments, the governments of France and Italy have taken the opportunity to protest against Greek positions. Britain continued to take a cautious stance without being either for or against Greece. In the military sector, after the rise of the new government, Commander -in-Chief Leonidas Paraskevopoulos resigned, and General Anast. Papoulas took his place. Paraskevopoulos' resignation was followed by the resignations of many other dissident officers. The General Headquarters was renamed to Army of Asia Minor.

The commander-in-chief planned an aggressive reconnaissance of Turkish forces in the region of Bursa and Eski-Sehir, where air flights made known the plans of the Turks for repairs of roads and bridges. Eski-Sehir was a very important point for the Turks, because it was an important centre of supply and transport. For this reason, the air operations continued with intensity throughout the last ten days of November by the Military Squadron and the two naval flights.

The Naval flights were dashing out from their main bases at Ushak and Kazamir, as well as from various auxiliary airfields of the front, to which they relocated depending on the requirements of combat operations.

The Naval flights from early November until 24 December, when the aggressive reconnaissance of the T' Army Corps began, carried out thirteen missions and the most important of them was the mission of 7th December 1920, in which the ensign operator Chalkomatas and the lieutenant observer Kormazopoulos during the reconnaissance of the enemy sector Tsentiz with a DH-9 aircraft spotted a strong convoy of cavalrymen, which they bombarded and dispersed. During this invasion, the Greek aircraft received a barrage of gunfire and after landing, they were found perforated by enemy bullets the tailplane and the wings.

On December 23-31, Naval Aviation supported the operations of the First Army Corps. The two advanced frontline flights, which had been placed at the disposal of the First Army Corps, immediately after the start of operations in the Ushak sector, on 23 December took over the support of the Divisions' movements.



Friendly visit to Kazamir, 1919. Photo in front of a DH.9. plane They can be seen lying down, with the khaki uniform I. Theologos and with the white X. Muscovinos. In the center sits the Ensign N. Galanopoulos. Hellenic Maritime Museum.

During this period seven combat operations were carried out, five of them were reconnaissance of the Ushak sector, while during the other two a shooting with machine guns of the enemy troops occurred, and a patrolling to search for an enemy aircraft, which had reportedly appeared in the area.

In February 1921, operations went into recession due to political negotiations to find a solution to the so-called Eastern Question, which turned out to be fruitless. The Greek Government then decided, with the consent of Great Britain, which alone supported the Greek positions, the undertaking of aggressive activity for the capture of Eski-Sehir and Afyon Karahisar, to annihilate the Kemalists Forces.

As far as the Naval Aviation was concerned, stuff of the Naval Aviation squadron of Smyrna had been sent to reinforce the T Squadron of the Military Aviation, which supported the movements of the T Corps Army. Naval aviation squadron of Smyrna remained at Kazamir airport under the command of Lieutenant Commander Rallis, who replaced Lieutenant Meletopoulos, while the advanced frontline flight was at Ushak under Lieutenant Commander P. Boumboulis. The entire force of the Naval Aviation was placed at the disposal of the First Army Corps. The mission of the Naval Aviation was the execution of reconnaissance and bombardment operations in the Ushak and the Afyon Karahisar sectors in support of the First Army Corps that was active in this direction. March 10, 1921, was set as the day of the beginning of military operations, during which the T' Army Corps would march to Eski-Sehir, while the First Corps would move towards Afyon Karahisar.

On March 15, Naval Aviation was ordered to perform continuous air reconnaissance missions and to bombard the enemy located east of Afyon Karahisar. On this day two missions occurred. During the second one, which was done by the Ensigns Gerardos and Tsirigotis with a DH-9 aircraft, a breakdown in the engine occurred, while they were returning, resulting in the forced landing in Bashkimse near the Tumlu Bunar-Afyon Karahisar railway line. Although the area was located on friendly lines, the residents of the village attacked the aviators with pickaxes and bats, who defended themselves with the gun of the aircraft. They took with them a resident of the

village as a hostage to ensure the safety of the aircraft and departed for Afyon Karahisar, where they arrived at noon the next day.

Meanwhile, due to the poor development of the operations of the T' Army Corps towards Eski Sehir, it was considered dangerous for the First Army Corps to stay in Afyon Karahisar and therefore secret preparations for the abandonment of the city began. The two Naval Aviation aircraft returned to Ushak on March 23. Afyon Karahisar's operation began on 25 March and was completed the following day. The enemy tried to cut off the retreat routes of the A1 Army Corps, resulting in fierce battles. The Naval Aviation supported the fighting forces with reconnaissance operations and bombardments.

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The Commander of A1 Army Corps Nider, General Mazarakis and other senior officers of the Army at Kazamir Smyrna's airport with the Airport Commander Ensign I. Theologi. 1919. First left is Ensign N. Galanopoulos. Hellenic Maritime Museum.

Ensign pilot D. Vasilounis in front of Sopwith 1F.1 Camel persecution aircraft of Naval Aviation Service. Aidinio, 1919. Hellenic Maritime Museum.

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On April 1 the enemy begun to withdraw its forces, while the Greek forces continued to retract into their original positions¹²⁰. All Naval Aviation's officers who participated in the bombings and reconnaissance operations were nominated by Lieutenant General Kontoulis for the award of the Gold Medal of valor.

March operations did not bring the intended result, resulting in Kemal's diplomatic empowerment. Indeed, Kemal was intransigent in the diplomatic field while his soldiers maintained high morale. At the same time, the French and Italians sought trade exchanges with the Turks. The French, in fact, came up with an agreement to evacuate Cilicia, abandoning war supplies to the Turkish Army. The Soviets signed a treaty of friendship with Kemal and began to offer him, moral and material support. The Greek side was in a hurry to repeat military operations, which was also stressed in a memorandum by the Greek Government to its British counterpart. On April 15, Prime Minister Dimitrios Gounaris arrived in Smyrna along with Minister of Military Affairs N. Theotokis to form a personal picture of the needs of the Army. They visited the frontline to boost the morale of the soldiers. On May 30, King Constantine took over the duties of commander-in-chief.

At that time, the Naval Air Squadron was still headquartered in Smyrna and was directly attached to the Air Service Directorate of the navy department. On the eve of the summer of 1921 operations, the Naval Squadron advanced to Ushak two Naval flights, the advanced frontline flights, to reinforce together with the Second and Fourth Squadrons of the Military Aviation the Southern Part of the Army. The logistics unit of Naval Aviation remained in Chalkas Bunar, where the aircraft of the Naval flights were repaired. Commander of the Naval Squadron during the preparation and operations of the summer of 1921 was Lieutenant Commander X. Boufis, while of the Naval flights at first was Lieutenant Commander P. Boumboulis and from 25 of July Lieutenant P. Psychas.

The Naval Aviation was very active during the month of April. The Naval flights coming from the Ushak Naval Airport, in cooperation with the Second Squadron of the Military Aviation, carried out reconnaissance and photo shooting operations, bombings and pursuits of enemy planes. Greek aircraft photographed the new fortifications of the enemy giving great information to the Army.¹²¹

120: For the general action of the Naval Aviation during the Asia Minor Campaign, but also specifically during the collapse of the First Army Corps, the words of the commander of the First Army Corps, Lieutenant General Kontoulis, are quoted. The Naval Aviation provided serious assistance in the battle of Tumlu Bunar, bombing and shooting the enemy successfully in the field of battle and behind the front, where he destroyed a series of cars heading to Tumlu Bunar. Aviation History Directorate (1980), 95 and Paloumbis (2012).

121 : The photos were very clear because no attempt at variation had been made by the Turks. The efforts of the Greek aviators and the results achieved by them were so successful that the General Staff of the Army and the General Staffs of the Army Corps had a clear and complete picture of the extent of the projects and their validity. Army History Directorate, Operations June-July 1921, 20.

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The Period of the Great Crisis (1914-1922)



Εκπαιδευτικό αεροπλάνο Royal Aircraft Factory B.E.2c στο Χαλκιά Μπουνάρι. Ναυτικό Μουσείο της Ελλάδας.



Royal aircraft factory B.E.2c training plane at Halka Bounar, Hellenic Maritime Museum.

The aircraft, type D.H.9, was donated by the British to Lieutenant A. Moraitini. In the photo, you can see the pilot Lieutenant I. Theologos at Kazamir airport of Smyrna in 1920. Hellenic Maritime Museum.



Officers in Kazamir. In the center the Lieutenant N. Meletopoulos, second from right seated X. Muscovinos. Hellenic Maritime Museum.

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The following month, the activity of the Naval Aviation decreased, but continued its operational flights together with the Second Squadron of the Military Aviation in the sector of the First Army Corps. The Greek Army began to prepare for the undertaking of new operations against Kemal's forces, which were set to begin on July 1, 1921. Until then, preparatory steps had to be taken by the Army and Air Force. Within the mandate of the Army, the Military Aviation undertook the continuation of the reconnaissance of the enemy sector, while the Naval Aviation with the advanced frontline flight took over the bombings. During this period, the action of the Naval Aviation is very intense while it carried out two very successful bombings of the city of Kutahya as well as the bombing of Eski-Sehir.

On June 9, seven DH-9 aircraft of the advanced Naval flight carried out a collective and surprise bombardment of the city of Kutahya with great success.

In the operation participated Chalkomatas, Boumboulis, Moschovinos, Agathocles, Argyris, Volanis, Linos, Tsirigotis, Skouzes, Galanopoulos, Konstantinou, Exarchos, Merkouris, Filippas and Psychas, while the head of the mission was the commander of the Naval flights, Lieutenant Commander Boumboulis. The aircraft took off from Ushak and in 25 minutes were over Kutahya, except for the Philippa-Psycha aircraft, which due to a mechanical failure returned to the base. The six aircraft dispersed over Kutahya and each turned against a predetermined target performing independent bombardment.

For half an hour the railway station, the airport, public buildings, barracks, warehouses, bridges and military camps outside the city were heavily bombarded. After the end of the bombardment, the Greek aircraft came under anti-aircraft fire from the trenches of Kares Dag and Dede Tepe but managed to return to the airport without any losses. Their return from Kutahya lasted two whole hours. The result of the operation was beyond all expectations and the crew were rewarded with ethical rewards¹²². The bombing of Kutahya was repeated on 21 June and was again fully successful.

Seven DH-9 bombers loaded with bombs and grenades, accompanied by a land-pursuing vessel, took off in the morning from Ushak intending to bombard important targets of the city of Kutahya. The head of the mission was Lieutenant Psychas, who was on board as an observer in an aircraft piloted by Muscovinos. The rest crew were Argyris-Despotas, Filippas-Katsoulakos, Gerardos-Galanopoulos, Linos-Tsirigotis, Chalkomatas-Katsoufris, Sinis-Volanis, while in the pursuer was the Lieutenant Petropouleas. All aircraft arrived at their destination except the last bomber, which due to mechanical failure was forced to return to the base after first dropping the load of bombs and grenades into the village of Salkioi. The rest along with the Land Pursuit vessel reached Kutahya, dissolved the formation and spreaded over began to bombard the targets. Public buildings, barracks, the railway station and the airport were heavily bombed. A DH-9 along with the Land Pursuit vessel hit the railway station of Alayud, in the east of Kutahya as well as an enemy camp.

By June 25, 1921, the preparatory stage of the Greek Army for the new operation was completed. The Greek troops had gathered in the places of

excursion without being noticed by the Turks, as the enemy air force was unable to carry out reconnaissance operations due to the existence of Greek air Forces. On the contrary, the Army of Smyrna, due to the many reconnaissance flights of Greek aircraft (Military and Naval Aviation), knew that the enemy had strong fortifications and was prepared in the Avgin-Kovalitsa areas, in which had also defended itself during the March operations, south of Kutahia and west of Afyon Karahisar.

122 : Aviation History Directorate (1980), vol. B1,119 and Flight Records NA, 1921.

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The plans of the Army's operations provided for an attack on Kutahya from the south, with the bulk of the forces of its Southern Section. The aim was to concentrate the bulk of the Turkish Army in the area around Kutahya, so that then, overthrowing the enemy's resistance at Afyon Karahisar to attempt from right and left an encircling motion in order to cut off the retreat to Eski-Sehir of the enemy troops who would fight there. On June 25, the Greek operation began.

Air forces contributed the most from day one of operations with reconnaissance missions and photographs of enemy positions. The work of the Greek air forces was helped by the lack of any camouflage on the part of the Turks. The lack of a serious opponent on the part of the Turkish air forces led the Greek aviators on long and risky flights resulting in engine strain and fuel waste.

The Naval Aviation carried out a bombardment in Kutahya, during which the airport, the railway station, camps and vehicles as well as the railway station of Alayud were been hit. On June 29, the Naval Aviation carried out a mass bombardment of Afyon Karahisar. The Greek foot forces successfully advanced through fierce battles. On June 30, Afyon Karahisar was captured while a successful advance continued until 4 July, when the Turkish forces began to retreat. On July 3 the Naval flights carried out a bombardment of Alayud railway station.

On 5 July the Army Corps were ordered to move, as quickly as possible, in pursuit of the enemy. Air forces would support the movements of the infantry forces. The advanced Naval flights were ordered to bombard the Eski-Sehir railway station and the enemy convoys around the city. The Naval flights,

however, failed to respond to the Army's order because the DH-9 aircraft, which were on the mission, experienced mechanical failures. The Naval Aviation carried out on the same day two missions from Afyon Karahisar airport, to which two DH-9 aircraft and one AMCO were relocated the same day, and from that moment on it became the airport of the Naval Aviation. During these missions Ensign Theodorakopoulos aboard successively an AMCO and a DH-9 aircraft recognized the area south of the city and carried confidential orders of the Army. The next day, the Army continued the pursuit of the Turkish forces. On the same day, July 6, the Naval flights from the new airport, where in the meantime 5 Naval Aviation aircraft had landed, bombarded the railway stations of Tsai and Afyon Karahisar.

On July 10, the Army ordered a suspension of the pursuit of the enemy in order to regroup forces as well as to rest the soldiers. This logically resulted in the suspension of air operations too. The Military Aviation did not make any exits, while the Naval flights recognized and machine-gunned the retreating enemy divisions south and southeast of Afyon Karahisar in Bulevadin, Isiklar, Chifut Kasabah, Sadukli and Servan Pasakoy.

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On July 15, 1921, at a War Council held in the presence of King Constantine, Prime Minister D. Gounaris, and Commander-in-Chief An. Papoula it was decided to annihilate the Kemalist forces. The Turkish Army was gathered in the area of Sangari in support of Ankara, which was the center of the Kemalist Movement. The enemy chose this area because of the natural fortifications and the narrowing of the front, which would give the Kemalist Army the freedom of defense, while at the same time it would promote the extensive Greek front, wherever the Turkish leadership wanted.

The Naval Aviation did not follow the Army in the Sangari operation but was placed at the disposal of the Southern Division Group, which from 10 July 1921 was renamed to Southern Sector Administration. One Naval flight with few aircraft remained in Ushak and another in Afyon Karahisar, where the headquarters of most of the Naval Aviation was. The stay of the Naval aviation in Afyon Karahisar was judged necessary as it contributed decisively to the repulsion of the enemy forces that attacked this area. Meanwhile, discontent had arisen among the airmen of the Military and Naval Aviation, due to the projection of the action of the Naval Aviation from newspapers and

publications of the time. The Commander-in-Chief Papoulas issued an appeasement announcement on July 14.

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The Naval Aviation, from 10 to 27 August 1921, while the Army has undertaken the operation against Ankara, continues its action unabated in support of the South Division Group, which was responsible for supporting the rear and securing the supply of the Army. Navy aviators were performing their missions from Afyon Karahisar airport and these had to do with reconnaissance of areas, bombardments, the burst of grenades and machine-gunning enemy divisions, conveying messages and throwing proclamations at enemy divisions.

In the following days, 30 and 31 August, the Greek military sections retracted and they passed Sangari once again. The air forces supported these movements. On August 30, six missions were carried out by the Military and Naval Aviation, while the next day, August 31, were carried out seven missions, out of which two were of the Naval flights. The weekend of August 31-1st September, the Greek military sections that were located west of Sangari are moving to ensure a safer frontal line. Naval flights conduct reconnaissance flights over enemy positions. On 3rd of September, the Greek troops remained in their positions while successfully repelling enemy attacks. The Naval and military Aviation supported once again the Army by conducting reconnaissance operations and bombardments.

On September 4, Greek troops withdrew from the front line that they possessed and on the afternoon of September 5, captured the Kartal Tepe-Miha litz-Hammam Tepe-Pursali-Chal Dag-Tekke Veran line. The Naval flights on the same day carried out reconnaissance and bombardment missions of enemy positions. After the end of the expedition, the Greek military forces returned to their previous positions in the first ten days of September. The mission of the Greek forces was to ensure order in the occupied countryside and at the same time to defend a frontline covering a total area of 713 km. The Naval Aviation, until the end of October 1921, undertook numerous reconnaissance missions as well as bombardments.

Since the beginning of 1922, the Greek economy has been in decline due to continuous military operations, while the Greek air forces (Army and Navy)

were facing the problem of aircraft strain, without the possibility of replacing them. On the contrary, the Turkish Air Force, significantly strengthened, made mass appearances, preventing Greek aircraft from flying even over friendly areas. The Naval Air Squadron of Smyrna, commanded by Lieutenant Commander Boufi and based in Smyrna, still had two advanced flights, one at Ushak and one at Afyon Karahisar under the command of Lieutenant G.Psycha, which supported the Southern Division group. The activity of the Naval Aviation in the first half of 1922 includes reconnaissance missions, bombardments as well as air battles but in general its action is limited.

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The Rear Admiral Alexandros Vlachopoulos inspects the squadron of the bombers D.H.9, in Afyon Karahisar, at Christmas 1921. In the photo, they can be seen to the right of the Admiral, in line, the aviators K. Konstantinou, A. Arvanitis, the head of the flight Thanos Veloudios and aviator E.Zoumas. To the left of the Admiral the Lieutenant X.Boufis. Hellenic maritime museum.



Ensign Chr. Muscovinos and officers of the Military Aviation. Next to Chr. Muscovinos sits the aviator of the Military Air Service Chr. Adamidis. Hellenic Maritime Museum.

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The war inactivity was lowering the morale of the Greek army, while the Turkish forces were being reinforced daily. The steamships of the French and the Italians supplied the Kemalists from various Turkish ports. The largest volume of Turkish army was located opposite of Afyon Karahisar and Tsai refueling from railway stations after controlling the Konya railway line. Before August 1922, France and Russia supplied the Turks with new machine guns and telephone material. At the same time, the Turkish Air Force also became battle-worthy with fifty new pursuit and reconnaissance aircraft.

In July, the action of the Naval Aviation was limited to aircraft transport flights, engine tests and crew training. At the end of July the headquarters of the Afyon Naval flight was moved to Ushak, while most of the crew and aviation material of the Naval Aviation was transported to Smyrna. Regardless of the reasons for this transfer, this led to a drop in the performance of the Naval flights during the last operations.

The Greek air forces consisted of 10 D.H-9 aircraft of the Navy Aviation and 55 different types of Military Aviation. Most of the Military Aviation aircraft were reconnaissance ones also used for bombardments of which only 25-30 were ready to fight, while the rest had suffered wear. Most of the Naval Aviation aircraft had been transferred except of 4-5 DH-9, which remained at Ushak Airport forming the Naval Detachment of Ushak. While the Greek air forces were worn out and lacking in material, their Turkish counterparts had

been reinforced with new aircraft, which were supplied by the Italians and those which they had received from the French Air Base in Cilicia.

The Turkish attack began on August 13 and led to the Greek retreat across the front. The reconnaissance missions of the Naval and Military Aviation show exactly this picture of the disintegration that the Greek military forces have. On August 15, aviators of the Ushak Naval flight, Linos and Tsirigotis recognized the area of Sinan-Pashakarlik-Islam-Pasakoy-Sinirkoy, in which was found that strong Turkish forces, infantry and cavalry, were advancing in the area. The enemy was already on the outskirts of Tumlu Bunar and Bal Mahmud had been abandoned by Greek forces. The Ushak Naval flight commanded Lino and Tsirigoti to perform a new mission and recognize the forces of the enemy who were gathered around Tumlu Bunar. The Greek aircraft flew over the Turkish forces at a height of 1,000 meters, and the observer threw a box full of grenades into the center of the enemy forces, causing a lot of damage.

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While the Greek forces were constantly collapsing the Director of Army Aviation Major Hatzizafiriou bearing in mind that the Army would oppose the enemy on the Philadelphia route, ordered on August 18 all available aircraft and aircrew at Kazamir airport to depart for Philadelphia airport under the command of Captain Tsolakos. On the same day he departed himself taking over the management of the operations from the new airport. But the constant deterioration of the position of Greek forces in the area forced the abandonment of the airport, which took place on the afternoon of August 21.

From Kazamir Airport, where the air forces returned after leaving Philadelphia Airport, Army and Navy airmen continued their missions to all parts of the front showing self-denial and spirit of self-sacrifice. On August 24, the Navy aviators, Filippas and Kountakis with a DH-9 aircraft carried out reconnaissance of the line Kazamir-Kasabah-Philadelphia-Inegol-Takmak-Kulon-Lake Marmara-Nymfaio-Smyrna. The whole of Asia Minor was on fire while the Greek Army was in a state of complete disintegration. There was nothing that had not been lost.

Throughout 25 August the aircraft of the Military and Naval Aviation conducted reconnaissance missions as far as Philadelphia. The last mission of the Naval Aviation to Asia Minor was carried out on 25/8/1922 by Ensign Z. Lino and Captain Vlachos. They carried out reconnaissance in the Kazamir-Kasamina-Salihli region. In the meantime, Turkish forces were approaching Smyrna, since they were not intercepted neither in the Tumlu Bunar nor in the Sardian line, as the plans of the Army predicted.

The night of August 25-26, an order for the withdrawal of Greek aircraft for Greece was given. On the morning of 26 August, the Greek aircraft were ready for takeoff. The Naval Aviation by lot determined the crews and aircraft on which they would board. The nine aircraft were divided into three groups, which took off half an hour apart from each other. In a few hours, the eight aircraft landed, five at Tatoi, three at Kalloni in Mytilene, while the ninth, crewed by Grigorianopoulos-Katsoufris, fell on Naxos and was destroyed. On the same day, the aircraft of the Military Aviation were also leaving Smyrna.



The fall of the D.H.9 with the number O 7211 had no casualties. This is the Spetses aircraft, which was ceded to Greece on 2.11.1918. In the center of the photo with the khaki army coat the operator I. Theologos is distinguished. Hellenic Maritime Museum.



Afyon Karahisar railway station destroyed after a raid by Naval Aviation aircraft. Hellenic Air Force History Museum.

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REPORT

With the tragic end of the Asia Minor Campaign, an important period of the Greek State is completed. The season that follows will be a period of folding of Greek politics, which will move among the Symplegades of economic development and assimilation of the great flow of refugees and the foreign policy of neighboring states. In this context, Greece will follow a peaceful politics in the spirit of the newly established League of Nations.

For the Navy's contribution, which is often overlooked, they are quoted the words of Admiral Epaminondas Kavvadias, Fleet Commander during World War II¹²³: It did not lag in Ability and self-denial, though the natural effort to eliminate any retraction of the then-continuing national calamity and the habit of the Greeks to disappearing the Archives has prevented the commemoration of its work, it must not escape us, Naval Officers, that if this Fleet did not exist, it would not be Plastiras in Athens who would form a Government, but Kemal.

123: Kavvadias (1950), 30-31.

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The Headquarters of the Greek Army in Afyon Karahisar during the Asia Minor campaign. Hellenic Maritime Museum.



Men of the Naval Aviation in Afyon Karahisar during the Asia Minor campaign in front of a D.H.9. Hellenic Maritime Museum.



The Leaders of the Revolution of 1922 Plastiras and Gonatas with their advisor Georgios Papandreou in the birthplace of Athanasios Diakos, Mousounitsa.

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The Interwar Period (1922- 1936)

1. General Introduction

The interwar period in Greece begins in 1922, later than the other countries of Europe, due to the Asia Minor Campaign.

There is the phenomenon that although a winning country has essentially suffered the consequences of a defeat and even a very significant one. The defeat in Asia Minor campaign resulted in the cessation of Hellenism of Asia Minor and the end of the Great Idea, historical events that have had a knock-on effect on many areas of the Greek public life (society, political economy, spiritual and cultural life and development).

The wave of refugees will create many economic problems in the state, a state which had already been completely weakened by the long war operations. Nevertheless, Greece will cope with the titanic task of rehabilitating the

refugees, due to the decisive assistance of the League of Nations. The wave of refugees, the mutual blame for the disaster, the ongoing economic cachexia, but also the abandonment of the Great Idea (which as a stratum covered all other social quests and fermentations) will lead Greek society to a deep social consideration¹, which will automatically translate into an explosive political atmosphere with many twists and referendums.



Nikolaos Plastiras

1: In 1929 there were unprecedented strikes, which were led by the KKE. As a consequence of these strikes can be considered the adoption by the government Venizelou of law 4229/1929, known as *idionymon*. This Law provided for a prison sentence of more than six months for anyone who, under Article 1, seeks to implement ideas with the aim of overthrowing the prevailing social system by violent means or of separating part of the whole territory or acting in favour of the implementation of such proselytizing.

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The Interwar Period (1922- 1936)



Lieutenant Commander Dimitrios Fokas. He participated in the Revolution of 1922. He stood out for the collection and organization of the historical archives of the Navy. He can be considered "the father" of the Navy's History Service.

The polarization between Venizelists and royalists (see chapter 7 on the National schism) intensifies and sharpens. Climax of this will be the Trial of the six in October/November 1922, which decided to behead the anti-Venizelist faction with the death sentence of its leaders². The Trial of Six served expediencies³ in order to blame for the tragedy of the Asia Minor campaign⁴ and caused an unpleasant impression abroad⁵.

In foreign affairs, Greece necessarily pursued a peaceful and committed to the principles of the League of Nations policy. Characteristic of these peaceful moods were the two treaties signed, one with Italy and the other one with Turkey.

2: Sentenced to death were: D. Gounaris, N. Stratos, P. Protopapadakis, G. Baltatzis, N. Theotokis and G. Chatzianestis. In life sentence: M. Goudas and X. Stratigos. Admiral Mezeviris says very characteristically: Unfortunately, the Revolution was not limited to its military purpose but also preceded to actions that instead of bringing the desired psychological unity intensified the gap that existed. With these bloody measures, the revolution put in a very difficult position those of the military who, without having joined, willingly agreed to assist in the task of rebuilding the war forces. However great the mistakes committed, we did not doubt the patriotism of those who ruled the Country and of the unfortunate Commander-in-Chief, to whom at the last minute the chieftaincy was assigned, and who was led to the firing squad as guilty of high treason. We have had to put a lot of pressure on ourselves to continue to provide our services.

3: Despite the undeniable responsibilities of the defendants for the Asia Minor catastrophe, their referral with this indictment and their conviction, based on this indictment, were acts of expediency, of national expediency, as very aptly, admitted later both Pangalos as much as most of the protagonists, deuteragonists or scholars of that period.

4: It was only after the "Revolution" of 1922 that the "Revolutionary Committee", which had in the meantime occupied the power, declared for the first time the state of siege throughout the country, for mainly internal expediency reasons. Although they invoked the state of war between Greece and Turkey, the military resorted to this measure largely to control the movements of royalists. See. Alivizatos (1995), 45.

5: Venizelos had many times until that moment refused to take a position on the issue of the Trial of the Six, insisting on the statement he had made accepting the mandate to represent Greece abroad, no longer meddling in active politics and internal affairs of the country. In his telegram he again emphasized this decision, notified the government that England was truly determined, in the event of executions, to recall the ambassador of Athens, and concluded with the phrase that he considered it his duty to draw the attention of the government to the fact that his position here [at the International Conference of Lausanne], would become difficult. See. History of the Greek Nation (1978), 259.

A treaty of friendship, conciliation and settlement of five years was signed with Italy, in Rome in 1928, although the relations between the two countries had been exacerbated in 1923 by the assassination of General Tellini and the operations of the Italians against Corfu. In 1930, a similar treaty was signed with Turkey, which was accompanied by a Protocol on naval equipments, where the two States undertook the obligation of not place an order, purchase, or construction of Navy units without mutual notice six months in advance.

Greece had also been associated with the Balkan States, except Bulgaria, since 1934 with the Balkan Pact, in which Romania, Turkey and Yugoslavia also participated. This pact guaranteed the Balkan border against any aggression by a Balkan state or by an extra-Balkan power, which might have cooperated with a Balkan state⁶.

Greece is currently under pressure from internal and external factors, however, Greek society will evolve by assimilating refugees, economy will follow the path of progress and reforms and political and social citizen's consciousness will be completed.

However, the constant political anomaly will lead to the dictatorship of Ioannis Metaxas, as the result of a lack of finding an alternative. In the years 1936-1940, the country, non-detached from political instability, it will be feverishly preparing for World War II.

6: This Balkan Pact caused many reactions in the political world of Greece due to the opposition to the pro-Italian policy that had been drawn up until then. Obviously Italy is implied as an extra-Balkan state. It will be discussed in more detail below.



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2. The Revolution of 1922

The Revolution of 1922⁷ began with three different starting points: Plastiras in Chios, Gonatas in Mytilene at the suggestion of lieutenant colonels Protosyggelos, Mamouri and Botsari and finally, from the Venizelist team in Athens. The last consisted mainly of retired soldiers of the Army (Pangalos, Gargalidis, Mazarakis, Manetas, Tseroulis) and the Navy (Hatzikyriakos, Kolialexis, Demestichas, Giannikostas, Petropoulos, Tsirimokos, etc.).

Plastiras, already determined for a movement, did not comply with the orders of General Frangos who sent him to Mytilene and the ship Tinos took him to Chios. The cruiser Alpheus that accompanied him, gunned the ship Chios without success. The army of Chios adhered to the plan of Plastiras, while Mytilene sided with Gonatas. In Chios, Major Triantaphyllides fell dead from the evzones of Plastiras, because, as said, he resisted along with a few others. The Army Force concentrated on both islands were 14 infantry regiments, 3 evzone regiments, 1 troop of telegraphers, 1 company of sappers, parts of divisions IV and V as well as of the 18^o and 31^o regiments, a total of 12-13,000 men. Nevertheless, for the success of the movement, the participation of the Navy was necessary.

The staff of Plastiras in Chios had settled in the shipowner's I. Livanou villa, Kyma. Through Lieutenants K. Skoufopoulos and N. Vitalis, the rebels came in contact with and initiated their colleagues of the battleship Lemnos and other requisitioned ships. Important initiations were of the existing battleship Lemnos Vice-Captain Petropoulakis, as well as Lieutenant Lambrinopoulos⁸, who was also on board the same ship.



May 1921 in Smyrna. They can be seen from left to right: Lieutenant General Anastasios Papoulas, commander of the Army of Asia Minor and main operational commander during the most critical period of the campaign, Dimitrios Gounaris, prime minister at the time and dominant political figure during this period, Major General Victor Dousmanis, Head of the Army Staff Service and main military advisor to the government, Nikolaos Theotokis, Minister of Defense, and Major General Xenophon Stratigos (the short-bodied one, turned towards Gounaris), deputy commander of the Army Staff Service and also a key military advisor to the government.

7: Charatsis (1985)• Kavvadias (1950)• Mezeviris (1971)• History of the Greek Nation (1978). Roussos (1976), vol. VI¹• Markezinis (1966)• Mavrogiannis (2013).

8: Lieutenant Lambrinopoulos was blindly trusted by the Fleet Commander, Rear Admiral G. Kalamidas aboard the battleship Lemnos. He had told him to wake him up if anything happened but he gave a signal to seize the ship instead. See. Kavvadias (1950), 32.